

**NH-20-1(135) CN 51271**  
**Pine St. to Spruce St., Chadron**



**PUBLIC INFORMATION OPEN HOUSE MEETING**  
**Chadron City Council Chambers, 234 Main St., Chadron, Nebraska**  
**Tuesday, July 23, 2013; 4:00–6:00 PM MDT**

**Project NH-20-1(135)**  
**Pine St. to Spruce St., Chadron**  
**Control Number 51271**

**LOCATION:** The proposed project is located within the corporate limits of Chadron in Dawes County. It would consist of reconstruction of the existing three-lane roadway section on U.S. Highway 20 (US-20), starting just west of the Pine Street intersection (Mile Marker 59+09), and extending east to just west of the Spruce Street intersection (MM 60+01).

**PURPOSE AND NEED:** The purpose of this project is to preserve the US-20 transportation asset, improve the reliability of the transportation system and perpetuate the mobility of the traveling public. The need for this project derives from testing the pavement distresses present on this section of US-20. The existing asphalt is 14 years old and is at or beyond the end of its anticipated life. The underlying concrete base is no longer capable of supporting sustained heavy loads. Pavement distress is of such magnitude to warrant complete reconstruction.

**SCOPE OF WORK:** The existing 48-foot-wide roadway would be removed and replaced with 48-foot concrete pavement including integral curb. The proposed roadway section would include two 12-foot through lanes with five-foot curb and gutter and a 14-foot left turn lane. Other new improvements would include federal and state compliance sidewalks, storm sewer, lighting, and barrier curbs.

**TRAFFIC VOLUMES:**

### US-20 (Pine to Spruce)

Year	2016	2036
Vehicles Per Day (ADT)	<b>8335</b>	<b>8515</b>
% Heavy Trucks	<b>5%</b>	<b>5%</b>

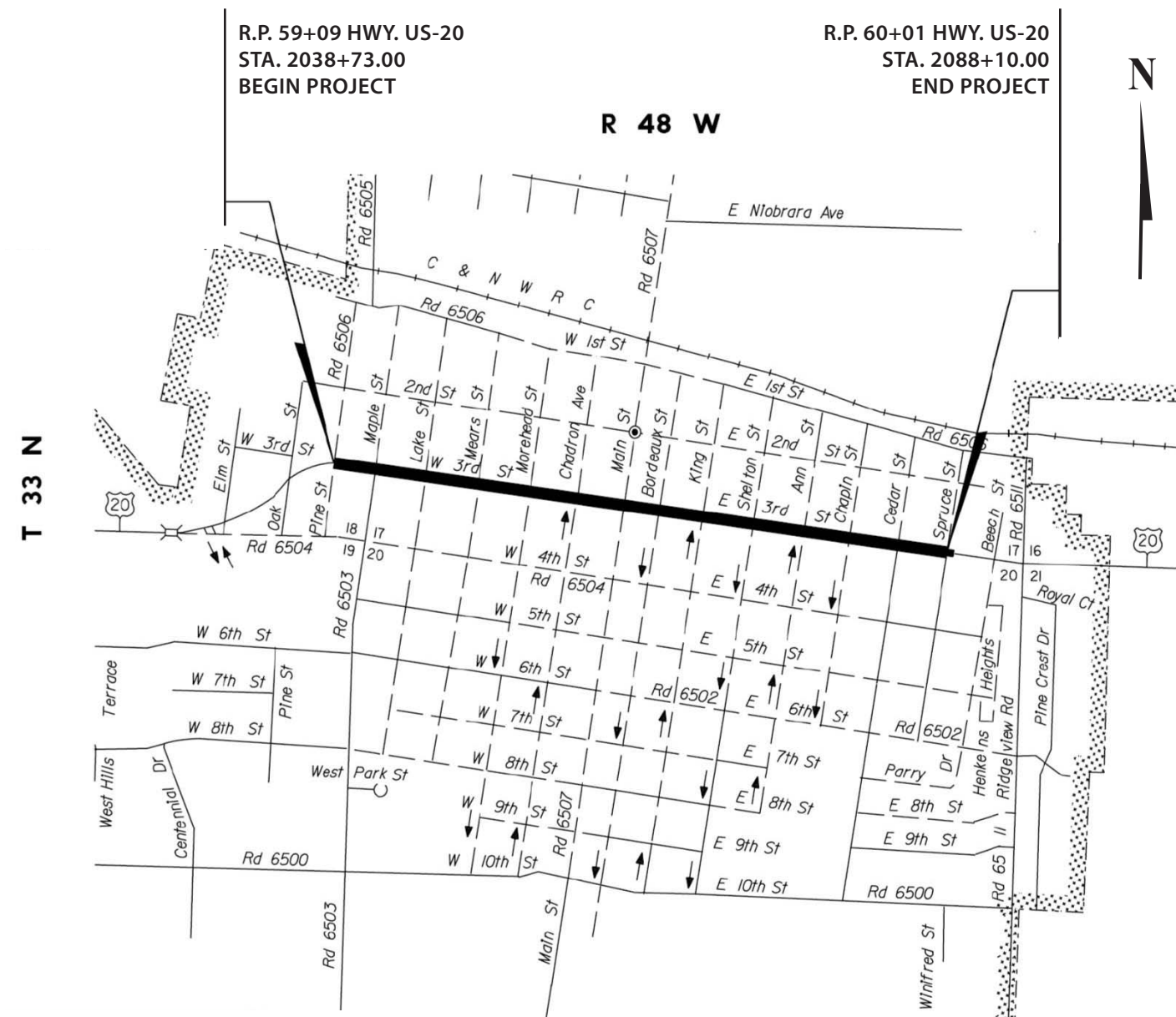
**ESTIMATED CONSTRUCTION SCHEDULE:** Construction is tentatively scheduled to begin as early as spring of 2016 and could be completed as early as fall of the same year.

**PROPOSED ACCOMMODATION OF TRAFFIC:** The proposed work on US-20 would be built “under traffic,” meaning without diverting traffic; however, this may result in temporary traffic delays in the construction areas. The project would be constructed in three phases.

**RIGHT-OF-WAY:** Some permanent property right acquisitions for right-of-way (ROW) are anticipated. Temporary construction easements (TE) would be necessary at select locations throughout the project area.

**POTENTIAL IMPACTS:** Wetland mitigation is not anticipated. Temporary impacts to businesses along the project corridor may be possible.

**ESTIMATED COST:** The cost of the basic project is approximately \$5 million. Anticipated funding would originate from both federal and state sources.



**PRELIMINARY PLAN**  
NOT FINAL – SUBJECT TO CHANGE



**Send comments to:**  
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U.S. Department of Transportation  
Federal Highway Administration



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